

TECHNICAL REPORT OF THE GENERAL AVIATION MAINTENANCE WORKING GROUP

APPENDIX 3: AIP Document (as delivered to ARAC on December 14, 1998)
[4910-13]

DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

14 CFR Parts 43, 65, and 91

[Docket No. XXXXX; Notice No. 9X-XXXX]

RIN 2120-XXXX

Alternate Inspection Program

AGENCY: Federal Aviation Administration (FAA), DOT.

ACTION: Notice of proposed rulemaking (NPRM).

SUMMARY: The FAA proposes to permit certain general aviation aircraft to be inspected under an alternate inspection program (AIP). With certain exceptions, current regulations require aircraft to undergo an annual inspection performed by an appropriately rated certificated mechanic who holds an inspection authorization (IA). Under the proposal, an alternate inspection could be performed by a certificated mechanic who has held airframe and powerplant (A & P) ratings for 3 years and meets the applicable recency-of-experience requirements. As proposed, an aircraft could be inspected under an AIP every other year, but would be subject to the current annual inspection requirement in alternate years. The use of the

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AIP would provide some economic relief to the owners and operators of light general aviation aircraft.

DATES: Comments must be received on or before [*Insert date 30/45/60/90/120 days after date of publication in the Federal Register.*]

ADDRESSES: Comments on this proposed rulemaking should be mailed or delivered, in duplicate, to: U.S. Department of Transportation Dockets, Docket No. FAA-98-XXXX, 400 Seventh Street SW., Room Plaza 401, Washington, DC 20590. Comments also may be sent electronically to the following Internet address: 9-NPRM-CMTS@faa.dot.gov. Comments may be filed and/or examined in Room Plaza 401 between 10 a.m. and 5 p.m. weekdays except Federal holidays.

FOR FURTHER INFORMATION CONTACT: Algy F. Giles, AFS-340, Flight Standards Service, Federal Aviation Administration, 800 Independence Avenue SW., Washington, DC 20591, telephone (202) 267-3803.

SUPPLEMENTARY INFORMATION:

Comments Invited

Interested persons are invited to participate in the making of the proposed rule by submitting such written data, views, or arguments as they may desire. Comments relating to the environmental, energy, federalism, or

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economic impact that might result from adopting the proposals in this notice also are invited. Substantive comments should be accompanied by cost estimates. Comments must identify the regulatory docket or notice number and be submitted in duplicate to the Rules Docket address specified above.

All comments received, as well as a report summarizing each substantive public contact with FAA personnel on this rulemaking, will be filed in the docket. The docket is available for public inspection before and after the comment closing date.

All comments received on or before the closing date will be considered by the Administrator before taking action on this proposed rulemaking. Late-filed comments will be considered to the extent practicable. The proposals contained in this notice may be changed in light of the comments received.

Commenters wishing the FAA to acknowledge receipt of their comments submitted in response to this notice must include a pre-addressed, stamped postcard with those comments on which the following statement is made:

"Comments to Docket No. XXXXX." The postcard will be date stamped and mailed to the commenter.

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Availability of NPRMs

Using a modem and suitable communications software, an electronic copy of this document may be downloaded from the FAA regulations section of the FedWorld electronic bulletin board service (telephone: 703-321-3339), the Government Printing Office's electronic bulletin board service (telephone: 202-512-1661), or the FAA's Aviation Rulemaking Advisory Committee bulletin board service (telephone: (800) 322-2722 or (202) 267-5948).

Internet users may reach the FAA's web page at <http://www.faa.gov/avr/arm/nprm/nprm.htm> or the Government Printing Office's web page at http://www.access.gpo.gov/su_docs/aces/aces140.html for access to recently published rulemaking documents.

Any person may obtain a copy of this NPRM by submitting a request to the Federal Aviation Administration, Office of Rulemaking, ARM-1, 800 Independence Avenue SW., Washington, DC 20591, or by calling (202) 267-9680. Communications must identify the notice number or docket number of this NPRM.

Persons interested in being placed on the mailing list for future NPRMs should request from the above office a copy of Advisory Circular No. 11-2A, Notice of Proposed

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Rulemaking Distribution System, that describes the application procedure.

Background

The United States is committed to the support and revitalization of the general aviation industry. For example, U.S. Congress enacted the General Aviation Revitalization Act of 1994, which provides an 18-year statute of repose for civil actions against aircraft manufacturers when the action arises out of an accident involving general aviation aircraft (Public Law 103-298; August 17, 1994). The FAA also has reviewed means to provide economic relief to the owners and operators of general aviation aircraft without compromising safety.

In 1994, the Aircraft Owners and Pilots Association (AOPA) filed a petition for rulemaking that proposed to amend the Federal Aviation Regulations to permit an alternative method of maintaining and inspecting general aviation aircraft. According to the AOPA, the proposal would provide an alternative to the current requirement for an annual inspection of general aviation aircraft, which would be cost-effective and maintain the level of safety provided by the current regulations. In addition, Mr. Paul H. Poberezny, the chairman of the board of the Experimental Aircraft Association, filed a petition in his

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own behalf to extend the annual inspection interval to 200 hours or 2 years, whichever occurs first. After reviewing these petitions, the FAA referred the issues raised in the petitions to the Aviation Rulemaking Advisory Committee (ARAC).

The FAA established the ARAC in February 1991 to provide advice and recommendations to the Administrator concerning FAA rulemaking activity with respect to safety-related issues (56 FR 2190; January 22, 1991). Its charter most recently was renewed on February 18, 1998 (63 FR 8250). The ARAC includes representatives of air carriers, manufacturers, general aviation, labor groups, colleges, universities, associations, airline passenger groups, and the general public.

In 1994, the ARAC on air carrier/general aviation maintenance issues established the General Aviation Maintenance Working Group (59 FR 49460; September 28, 1994). The working group's tasks include reviewing maintenance-related regulations, specifically parts 43 and 91, supporting policy and guidance material, and developing an NPRM addressing general aviation aircraft inspection and maintenance. The working group presented to the ARAC a recommendation to establish an AIP for certain aircraft operated under part 91 on [insert date]. The ARAC

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accepted this recommendation, which forms the basis for the changes proposed by the FAA in the NPRM.

History

Before 1956, the Civil Air Regulations (CAR) required that every 12 calendar months, certain aircraft undergo a "periodic inspection" performed by an appropriately rated certificated mechanic or repair station and an "annual inspection" performed by a representative of the Administrator or by an appropriately rated certificated repair station. Through the annual inspection requirement, the Administrator exercised an increased level of direct control over the conduct of inspections. The annual inspection essentially duplicated the periodic inspection.

On April 20, 1956, an amendment to the CAR was published that eliminated the annual inspection requirement. (21 FR 2585) That amendment, which became effective July 17, 1956, was adopted to prevent the duplication of inspection functions and place the primary responsibility for the performance of 12-month inspections on private industry subject to such surveillance activities as the Administrator determined necessary. The 12-month inspection continued to be known as a periodic inspection. At that time, the Civil Aeronautics Board also amended the CAR to provide that a periodic inspection could be

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performed only by a certificated mechanic holding A & P ratings and an IA, an appropriately rated certificated repair station, or certain manufacturers. To emphasize that the periodic inspection was required each year, the term "annual inspection" was substituted for the term "periodic inspection" in 1966 (31 FR 3336; March 6, 1966).

Current Requirements

With certain exceptions, § 91.409 prohibits the operation of an aircraft unless within the preceding 12 calendar months that aircraft has had an annual inspection and been approved for return to service in accordance with part 43. Currently, a certificated mechanic who holds an IA issued under part 65, a 14 CFR part 145 certificated repair station, or certain manufacturers may perform this annual inspection and approve the aircraft for return to service.

General Discussion of the Proposals

Under this proposal, certain aircraft operated under part 91 would be able to undergo an alternate inspection every other year. The inspection could be performed by a certificated mechanic who has held valid and effective A & P ratings for 3 years. The mechanic would not be required to hold an IA to perform the alternate inspection. However, the FAA notes that a mechanic performing an

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alternate inspection would have to meet the recency of experience requirement of current § 65.83 before performing the inspection. In addition, the mechanic would be subject to the same performance standards under part 43 that are applicable to mechanics performing an annual inspection. In alternate years, the aircraft would be subject to the annual inspection requirement of § 91.409(a) and returned to service by a mechanic who holds an IA. Therefore, aircraft inspected under an AIP would continue to be inspected on a yearly basis.

An aircraft would be eligible for an AIP only if it is unpowered or powered by a reciprocating engine. The AIP would not be available to turbine-powered aircraft. Turbine engines are considered sufficiently complex and are subject to an approved inspection program pursuant to the requirements of § 91.409(e). Aircraft with pressurized cabins also would be ineligible to participate in the AIP because of their complexity and the specialized inspection requirements associated with pressure vessels.

~~Because~~ this program is meant to benefit owners and operators of personal and recreational aircraft, only aircraft that weigh 6,000 pounds or less would be eligible for the AIP. Certification requirements use a 6,000-pound limit to distinguish smaller aircraft of simplified design

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from larger and significantly more complex aircraft. In addition, the FAA has determined that general aviation aircraft weighing 6,000 pounds or less generally are operated for personal, rather than commercial, use.

With a limited exception, the proposal would prohibit an aircraft that has undergone an alternate inspection from being used for flight instruction until the aircraft has had an annual or certification inspection as provided for in § 91.409(a). Flight instruction would be permitted if the instruction is being furnished to the person who owns the aircraft or an individual designated by the owner, provided the owner does not receive compensation for the use of the aircraft. In addition, the aircraft could not be operated for the carriage of persons or property for hire or rental purposes until the aircraft has had an annual or certification inspection.

The proposed alternate inspection would have the same scope and performance standards as an annual inspection performed under § 91.409(a). The proposal would require that an alternate inspection be performed using a checklist that includes the items in appendix D to part 43 that currently are included in an annual or a 100-hour inspection. In addition, the alternate inspection would be performed in accordance with § 43.13, which requires the

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use of methods, techniques, and practices acceptable to the Administrator. Under § 43.13, the mechanic performing an alternate inspection also would be required to use the tools, equipment, and test apparatus necessary to assure completion of the work in accordance with accepted industry practices, and if special equipment or test apparatus is recommended by the manufacturer of any product inspected, the mechanic would have to use that equipment or apparatus or an equivalent equipment or apparatus that is acceptable to the Administrator.

As previously noted, the mechanic performing the alternate inspection would be required to have held A & P ratings for 3 years. The FAA determined that such a requirement would be an important element to any program permitting additional categories of persons to conduct inspections such as the alternate inspection proposed in this NPRM. In addition, the mechanic who performs an alternate inspection would be required to meet the recency-of-experience requirements of § 65.83. The FAA further notes that under § 65.81, a person performing an alternate inspection would be required to demonstrate competency by satisfactorily performing one of the inspections in appendix D to part 43 under the direct supervision of a certificated and appropriately rated

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mechanic who has performed one of those inspections before that person can perform an unsupervised alternate inspection. Because the scope of an alternate inspection would be the same as the scope of an annual or a 100-hour inspection, the FAA has determined that previous experience performing either of these inspections would be sufficient to meet this experience requirement.

Because the inspection interval, the scope of the inspection, the performance standards for returning the aircraft to service, and the recency-of-experience requirements for the person performing the inspection would remain unchanged, the FAA has determined that the AIP would provide a level of safety equivalent to that provided under the current inspection requirements of § 91.409.

Because qualified mechanics with A & P ratings who do not hold an IA may offer a less expensive alternative for obtaining an inspection, the AIP could provide a small measure of economic relief to the owners and operators of light general aviation aircraft. In addition, by allowing a mechanic who holds A & P ratings but not an IA to perform the alternate inspection, the number of mechanics available to perform the inspection would be greater than the number of mechanics currently available to perform an annual inspection. Finally, some owners and operators who

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currently have to relocate their aircraft to have an annual inspection performed by a mechanic who holds an IA may be able to have an alternate inspection performed at their home base if a qualified mechanic is available.

Section-by-Section Analysis

Section 43.15

This proposal would amend § 43.15(c) by requiring that an alternate inspection be performed using a checklist that includes the items listed in appendix D to part 43.

Appendix D currently describes the scope and detail of the items that must be included in an annual and a 100-hour inspection. This amendment would ensure the scope and detail of an alternate inspection would be the same as the scope and detail of an annual inspection.

Section 43.17

Paragraph (d) of § 43.17 precludes Canadian aircraft maintenance engineers and approved maintenance organizations from performing the annual inspection required under § 91.409. Because the proposed alternate inspection would constitute the yearly inspection for that aircraft and the intent of paragraph (d) is to except the yearly inspection of an aircraft from the provisions of § 43.17, this proposal would amend paragraph (d) to preclude Canadian aircraft maintenance engineers and

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approved maintenance organizations from performing the alternate inspection.

Appendix D to part 43

For the reasons previously discussed, appendix D would be amended to provide that its provisions apply to an alternate inspection.

Section 65.81

This section contains the general privileges and limitations of a mechanic certificate. The proposal would amend paragraph (a) to include a reference to the new section permitting certain certificated mechanics to perform alternate inspections.

Section 65.88

The proposal would add § 65.88 to permit a certificated mechanic who holds A & P ratings that are current and have been effective for at least the preceding 3 years to perform an alternate inspection.

Section 91.409

Section 91.409(a) would be amended to permit certain aircraft to be inspected under an AIP.

Proposed paragraph (i) would describe those aircraft eligible for an AIP. Only an aircraft that has had an annual inspection or an inspection for the issuance of an airworthiness certificate in the past year would be

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eligible for an AIP. This ensures that an aircraft inspected under an AIP will undergo an annual inspection performed in accordance with § 91.409(a) at least every other year. Under an AIP, it also would be possible to use other combinations of inspections, such as 2 years of annual inspections followed by 1 year of an alternate inspection, provided the aircraft has an annual inspection in accordance with § 91.409(a) at least every other year.

During development of the AIP, an issue arose concerning owners and operators currently using progressive inspection programs who wish to change to an AIP. The proposal would require those owners and operators desiring to change inspection programs to obtain an annual inspection of the aircraft before electing to take advantage of the AIP. The FAA has determined that such a requirement is necessary because the annual inspection represents a baseline for inspection.

As previously noted, only aircraft that are unpowered or powered by a reciprocating engine, weigh 6,000 pounds or less, and have unpressurized cabins would be able to take advantage of the AIP. In addition, § 91.409(i) would prohibit aircraft subject to an AIP from being operated for compensation or hire. Specifically, the proposal would preclude those aircraft from being operated for the

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carriage of persons or property for hire; flight instruction for hire unless the instruction is being provided to the aircraft owner or an owner designee, provided the owner does not receive compensation for the use of the aircraft; or for rental purposes until a qualified mechanic performs an annual or certification inspection of the aircraft.

Section 91.417

Section 91.417 would be amended to include the alternate inspection in the maintenance recordkeeping requirements currently applicable to annual inspections.

Paperwork Reduction Act

In accordance with the Paperwork Reduction Act of 1995 (44 U.S.C. 3507(d)), there are no requirements for information collection associated with this proposed rule.

International Compatibility

The FAA has determined that a review of the Convention on International Civil Aviation Standards and Recommended Practices is not warranted because there is not a comparable rule under International Civil Aviation Organization standards.

Regulatory Evaluation Summary

Changes to Federal regulations must undergo several economic analyses. First, Executive Order 12866 directs

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that each Federal agency shall propose or adopt a regulation only upon a reasoned determination that the benefits of the intended regulation justify its costs. Second, the Regulatory Flexibility Act of 1980 requires agencies to analyze the economic effect of regulatory changes on small entities. Third, the Office of Management and Budget directs agencies to assess the effect of regulatory changes on international trade. In conducting these analyses, the FAA has determined that this proposed rule is not "a significant regulatory action" as defined in the Executive Order and the Department of Transportation Regulatory Policies and Procedures. This proposed rule would not have a significant impact on a substantial number of small entities and would not constitute a barrier to international trade. The FAA invites the public to provide comments and supporting data on the assumptions made in this evaluation. All comments received will be considered in the final regulatory evaluation.

The proposed Alternate Inspection Program (AIP) would allow owners of certain small aircraft to substitute for the currently required annual inspection, on alternate years, an inspection entitled the "alternate inspection." This inspection is to be performed by the holder of an Airframe and Powerplant (A&P) certificate who does not hold

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an inspection authorization (IA). This program would be restricted to aircraft that weigh not more than 6,000 lbs., are unpowered or powered by reciprocating engines, have unpressurized cabins, and are not used for rent or hire. AIP inspections would be performed in the scope and detail of the currently required annual and 100-hour inspections. Regular annual inspections would continue to be required in the year before each alternate inspection, so that an alternate inspection would be performed on an aircraft no more frequently than every other year.

Although mechanics performing alternate inspections would have to have held A&P ratings for 3 years, as is the case for candidates for the IA examination, they are likely to have somewhat less total experience performing inspections than mechanics who hold an IA. However, the program will allow the owners of older aircraft who hold A&P ratings and meet the other applicable requirements to perform alternate inspections. These owners may be more familiar with unique features of their aircraft than are many mechanics who hold IAs. In addition, by increasing the number of sites at which an inspection could be performed in alternate years, the AIP may reduce the costs and risk exposure associated with flights to move an aircraft to a location where a mechanic who holds an IA is

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available. While reductions in risk exposure may improve safety, these potential improvements are not expected to be measurable.

The present discounted value of the program's benefits, (that is, cost savings to owners) is likely to be at least \$1.6 million, a level believed to be well in excess of the cost of producing the proposed new rule. Mechanics who hold an IA and perform annual inspections are likely to lose an amount of income approximately equal to the aircraft owners' savings. Almost all potential cost savings and effects on air safety, if any, would accrue to the aircraft owners who choose to make use of this voluntary program.

Initial Regulatory Flexibility Determination

The Regulatory Flexibility Act of 1980 (RFA) was enacted by Congress to ensure that small entities are not unnecessarily or disproportionately burdened by Government regulations. The RFA requires a Regulatory Flexibility Analysis if a proposed rule has a significant economic impact on a substantial number of small business entities. FAA Order 2100.14A, Regulatory Flexibility Criteria and Guidance, establishes threshold costs and small entity size standards for complying with FRA requirements.

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The proposed rule is not expected to have a significant economic impact on a substantial number of small entities. It is expected to provide cost savings to owners and operators of small aircraft while having no significant effect on aviation safety.

International Trade Impact Analysis

The proposed rule is expected to have no significant effects on international trade.

Federalism Implications

The regulations proposed herein will not have substantial direct effects on the States, on the relationship between the national Government and the States, or on the distribution of power and responsibilities among the various levels of Government. Therefore, in accordance with Executive Order 13083, it is determined that this proposal would not have sufficient federalism implications to warrant the preparation of a Federalism Assessment.

Unfunded Mandates Reform Act

Title II of the Unfunded Mandates Reform Act of 1995 (the Act), enacted as Public Law 104-4 on March 22, 1995, requires each Federal agency, to the extent permitted by law, to prepare a written assessment of the effects of any Federal mandate in a proposed or final agency rule that may

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result in the expenditure by State, local, and tribal governments, in the aggregate, or by the private sector, of \$100 million or more (adjusted annually for inflation) in any one year. Section 204(a) of the Act, 2 U.S.C. 1534(a), requires the Federal agency to develop an effective process to permit timely input by elected officers (or their designees) of State, local, and tribal governments on a proposed "significant intergovernmental mandate." A "significant intergovernmental mandate" under the Act is any provision in a Federal agency regulation that would impose an enforceable duty upon State, local, and tribal governments, in the aggregate, of \$100 million (adjusted annually for inflation) in any one year. Section 203 of the Act, 2 U.S.C. 1533, which supplements section 204(a), provides that before establishing any regulatory requirements that might significantly or uniquely affect small governments, the agency shall have developed a plan that, among other things, provides for notice to potentially affected small governments, if any, and for a meaningful and timely opportunity to provide input in the development of regulatory proposals.

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The FAA determines that this proposed rule does not contain a significant intergovernmental or private sector mandate as defined by Title II of the Unfunded Mandates Reform Act of 1995.

List of Subjects

14 CFR Part 43

Aircraft, Aviation safety, Reporting and recordkeeping requirements.

14 CFR Part 65

Aircraft, Airmen, Reporting and recordkeeping requirements.

14 CFR Part 91

Aircraft, Airmen, Aviation safety, Reporting and recordkeeping requirements.

The Proposed Amendment

In consideration of the foregoing, the Federal Aviation Administration proposes to amend parts 43, 65, and 91 of Title 14, Code of Federal Regulations (14 CFR parts 43, 65, and 91) as follows:

PART 43 - MAINTENANCE, PREVENTIVE MAINTENANCE, REBUILDING, AND ALTERATIONS

1. The authority citation for part 43 continues to read as follows:

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Authority: 49 U.S.C. 106(g), 40113, 44701, 44703, 44705, 44707, 44711, 44713, 44717.

2. Section 43.15 is amended by revising paragraph (c) to read as follows:

§ 43.15 Additional performance rules for inspections.

* * * * *

(c) Annual, 100-hour, and alternate inspections.

(1) Each person performing an annual, 100-hour, or alternate inspection shall use a checklist while performing the inspection. The checklist may be of the person's own design, one provided by the manufacturer of the equipment being inspected, or one obtained from another source. This checklist must include the scope and detail of the items contained in appendix D to this part and paragraph (b) of this section.

(2) Each person approving a reciprocating engine powered aircraft for return to service after an annual, 100-hour, or alternate inspection shall, before that approval, run the aircraft engine or engines to determine satisfactory performance in accordance with the manufacturer's recommendations of-

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3. Section 43.17 is amended by revising paragraph (d) to read as follows:

§ 43.17 Maintenance, preventative maintenance, and alterations performed on U.S. aeronautical products by certain Canadian persons.

* * * * *

(d) Performance requirements. A person authorized in paragraph (c) of this section may perform maintenance (including any inspection required by § 91.409 of this chapter, except an annual or alternate inspection), preventive maintenance, and alterations, provided:

* * * * *

4. Appendix D is amended by replacing the phrase "annual and 100-hour inspections" with "annual, 100-hour, and alternate inspections" in the appendix heading and replacing the phrase "annual or 100-hour inspections" with the phrase "annual, 100-hour, or alternate inspection" in paragraphs (a) through (j).

PART 65 - CERTIFICATION: AIRMEN OTHER THAN FLIGHT CREWMEMBERS

5. The authority citation for part 65 continues to read as follows:

Authority: 49 U.S.C. 106(g), 40113, 44701-44703, 44707, 44709-44711, 45102-45103, 45301-45302.

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6. Section 65.81 is amended by revising the first sentence of paragraph (a) to read as follows:

§ 65.81 General privileges and limitations.

(a) A certificated mechanic may perform or supervise the maintenance, preventive maintenance or alteration of an aircraft or appliance, or a part thereof, for which that mechanic is rated (excluding major repairs to and major alterations of propellers and any repair to or alteration of instruments), and may perform additional duties in accordance with §§ 65.85, 65.87, 65.88, and 65.95. * * *

* * * * *

7. Section 65.88 is added to read as follows:

§ 65.88 Alternate inspections.

A certificated mechanic may conduct the alternate inspection specified in § 91.409 of this chapter, provided the mechanic holds airframe and powerplant ratings that have been current and effective for at least the 3 years preceding the alternate inspection.

PART 91 — GENERAL OPERATING AND FLIGHT RULES

8. The authority citation for part 91 continues to read as follows:

Authority: 49 U.S.C. 106(g), 1155, 40103, 40113, 40120, 44101, 44111, 44701, 44709, 44711, 44712, 44715,

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44716, 44717, 44722, 46306, 46315, 46316, 46504,
46506-46507, 47122, 47508, 47528-47531.

9. Section 91.409 is amended by revising paragraph (a) and adding paragraph (i) to read as follows:

§ 91.409 Inspections.

(a) Except as provided in paragraphs (c) and (i) of this section, no person may operate an aircraft unless, within the preceding 12 calendar months, it has had—

* * * * *

(i) Alternate inspection program.

(1) A registered owner or operator of an aircraft may use an alternate inspection program in accordance with part 43 of this chapter in lieu of the inspection required under paragraph (a) of this section, provided the aircraft—

(i) Is unpowered or powered by a reciprocating engine;

(ii) Weighs 6,000 pounds or less;

(iii) Has an unpressurized cabin; and

(iv) Within the preceding 12 calendar months, has had an annual inspection and has been approved for return to service in accordance with part 43 of this chapter or has had an inspection for issuance of an airworthiness certificate in accordance with part 21 of this chapter.

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(2) Until the aircraft has had an annual inspection and has been approved for return to service in accordance with part 43 of this chapter, an aircraft that has had an alternate inspection in accordance with part 43 of this chapter may not be used for:

- (i) The carriage of persons or property for hire;
- (ii) Flight instruction for hire unless the instruction is being provided to the aircraft owner or an owner designee, provided the owner does not receive compensation for the use of the aircraft; or
- (iii) Rental purposes.

10. Section 91.417 is amended by revising paragraph (a)(1) to read as follows:

§ 91.417 Maintenance records.

(a) * * * * *

(1) Records of the maintenance, preventive maintenance, and alteration and records of the 100-hour, annual, alternate, progressive, and other required or approved inspections, as appropriate, for each aircraft (including the airframe) and each engine, propeller, rotor, and appliance of an aircraft. The records must include—

* * * * *